



Development Joint Work Session

PRESENTED 4.14.2026

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PRINCIPAL PLANNER

Background

In April of 2025, a councilmember requested a report and presentation to Council from staff outlining strategies to leverage our Comprehensive Plan and zoning tools to:

- support fiscally sustainable development
- explore policy options that broaden our tax base
- expand opportunities for sales tax revenue
- support diverse, multigenerational housing options
- ensure our long-term financial health by encouraging growth patterns that produce more value per acre and reduce the public cost of infrastructure and services
- prioritize incremental development
- reinvest in existing neighborhoods
- achieve a better return on public investment

Background

Over the next several months, Planning Staff provided briefs to the I&D Committee on several topics related to development patterns, sustainable development, and legislative updates.

From those briefs, staff and I&D identified several focus areas to include as part of phase 1 of the zoning code update; ADUs, parking, stacking and queuing, as well as future land use map updates.

In December an update was provided to I&D with proposed text amendments that focused on proposals related to parking regulations, stacking requirements, and ADUs for consideration by P&Z and CC.

Staff went back to full Council with updates and received direction to create a high energy zoning district to address data centers/power plant/high energy uses. This item is going to City Council on April 20th for a public hearing.

Background

On Feb 24th the Planning and Zoning Commission was briefed on:

- Possible amendments to the future land use map (FLUM) of the City's 2020 Midpoint Update of the Comprehensive Plan.
- A prospective heavy industrial use district and regulations associated with large-scale data centers and other high energy land uses.
- Accessory dwelling units, drive-through design and stacking requirements, and vehicle parking regulations.

Planning and Zoning Commission Meeting

Feb 24th Discussion Items

The potential traffic impacts of amending the future land use map to allow higher density residential, particularly along the I-35 corridor.

An allowance for larger accessory dwelling units (ADUs) of up to 50% of the gross floor area of the main residence, within residential zoning districts requiring a lot size greater than SF-16 .

Requested a joint meeting with the Council to discuss the scope and nature of the proposed updates to the 2020 Midpoint Update Plan and the zoning regulations to better understand and align with Council's direction and vision.

Accessory Dwelling Unit (ADU) regulations

Proposed Definition:

Accessory Dwelling Unit (ADU). A self contained housing unit, inclusive of sleeping, cooking, and sanitary facilities on the same Lot as a Primary Dwelling, subject to otherwise applicable dimensional and parking requirements.

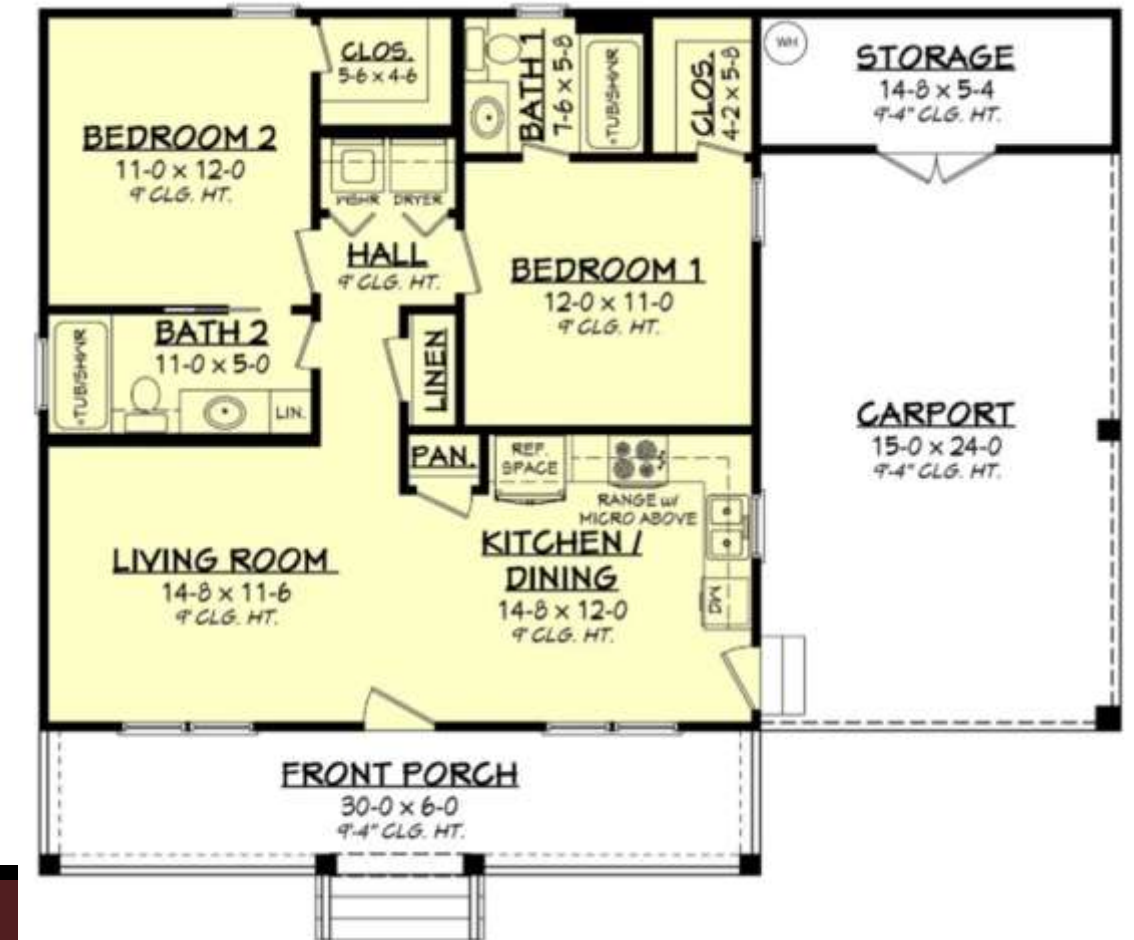
*ADUs shall not be larger than a GFA (Gross-Floor-Area) of 900 square feet or one-half the GFA of the Primary Dwelling, whichever is smaller.

Accessory Dwelling Unit (ADU) regulations

Accessory Dwelling Unit Standards:

1. Either the primary residence or ADU shall be occupied by the property owner.
2. The accessory dwelling unit shall be subordinate to the primary structure in overall height and size and placed in accordance with applicable zoning district setbacks.
3. ADUs shall not be larger than a GFA (Gross-Floor-Area) of 900 square feet or one-half the GFA of the Primary Dwelling, whichever is smaller.
4. There is a limit of one (1) accessory dwelling unit per lot.
5. Short-term rental (STR) permits will not be issued for ADUs.
6. One additional off-street parking space, accessible from the current drive-way; shall be required prior to approval of the final inspection for the ADU.
7. Additional utility meters and the issuance of separate addresses for the ADU are prohibited.

Examples of a 900 sq. ft home



Accessory Dwelling Unit (ADU) regulations

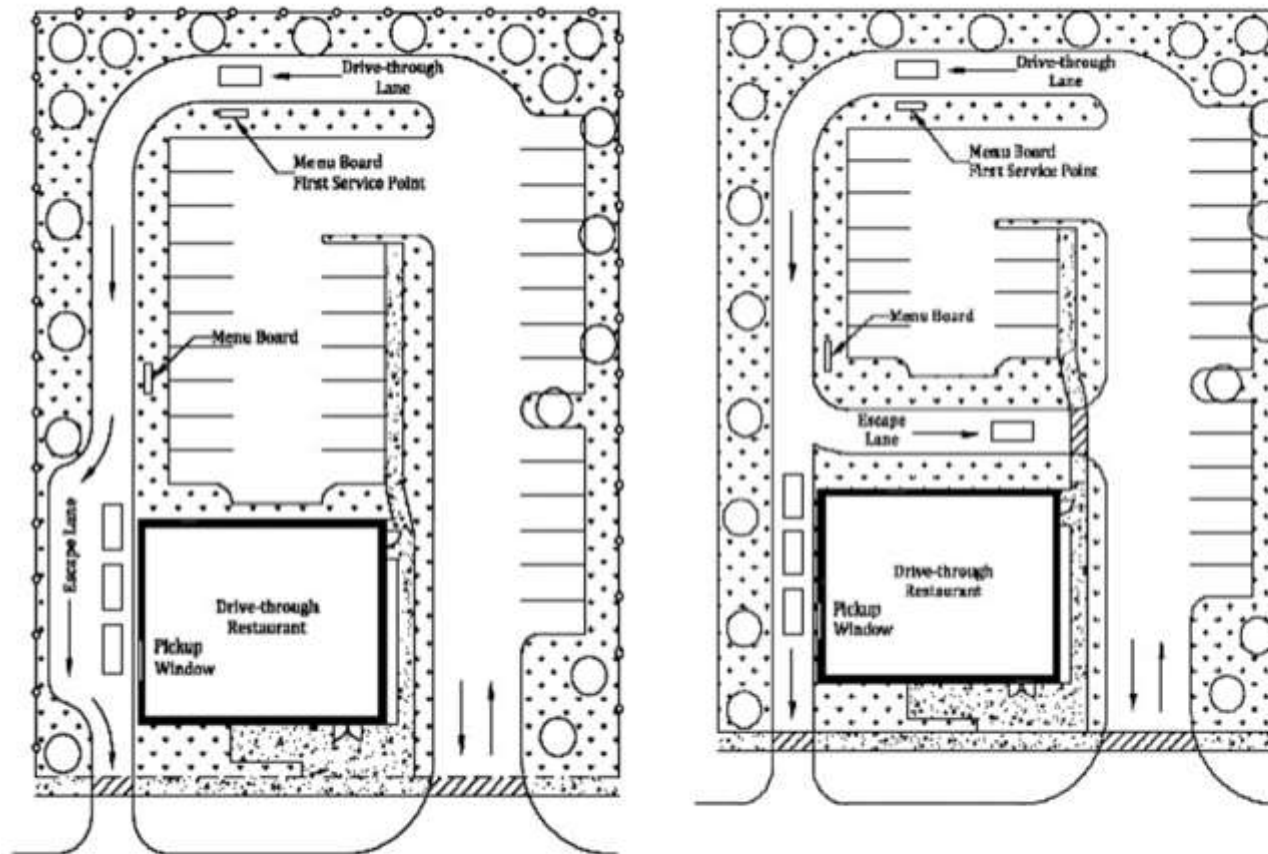
ADUs in Nonresidential zoning districts (approval by SUP or as part of a PD zoning)

1. Shall require one dedicated parking spot for the tenant.
2. Shall be occupied by the building owner or business tenant.

Drive-thru Design and Stacking Requirements.

1. Stacking lanes. All uses with drive-thru facilities shall provide stacking lanes for inbound vehicles designed so that vehicles queued within the stacking lanes do not interfere with vehicle and pedestrian circulation onsite, on adjacent properties, or within public rights-of-way.
2. Stacking lanes shall have a minimum width of nine (9) feet.
3. Each stacking space shall have a minimum depth of twenty (20) feet.
4. Stacking lane minimum length shall be measured along the centerline beginning at the center of the service window, kiosk, bay, etc., to the entry point of the drive-up lane. The length of the lane shall be determined according to the use as follows:
 - a. All uses not listed below: 60 feet for each lane.
 - b. Auto Repair, Quick Lube/Oil Change, and State Inspections: 80 foot lane. If more than one lane is provided may be reduced to 40 feet each lane.
 - c. Attendant Car Wash: 100 foot lane. If more than one lane is provided than may be reduced to 60 feet each lane.
 - c. Restaurant: 160 foot lane with a minimum of 100 feet behind the order board. If more than one lane is provided may be reduced to 120 feet each lane with a minimum of 80 feet behind the order board.
5. Restaurants providing drive-thru service shall indicate a minimum of one parking spot per lane for customers waiting for an order to be completed. This is in addition to the minimum required parking for the restaurant.
6. Directional signage and pavement markings shall be provided to indicate the flow of vehicles to and through the drive-thru facility, subject to applicable sign regulations.
7. Each drive-thru entrance/exit shall be a minimum of fifty (50) from an intersection of a public right-of-way.
8. Drive-thru design shall provide a nine (9) foot wide escape lane for emergency egress from the stacking queue before reaching the drive thru window.

Example of Drive thru with Escape Lanes



Example Layouts

Vehicle Parking Regulations, Section 134

Residential

Currently - 2 spaces for each dwelling unit – not defined if garage space or driveway spaces

Recommend – Garage and driveway pad criteria (effectively increase to 4 spaces) for all SF dwelling districts

Front Entry Garage Criteria.

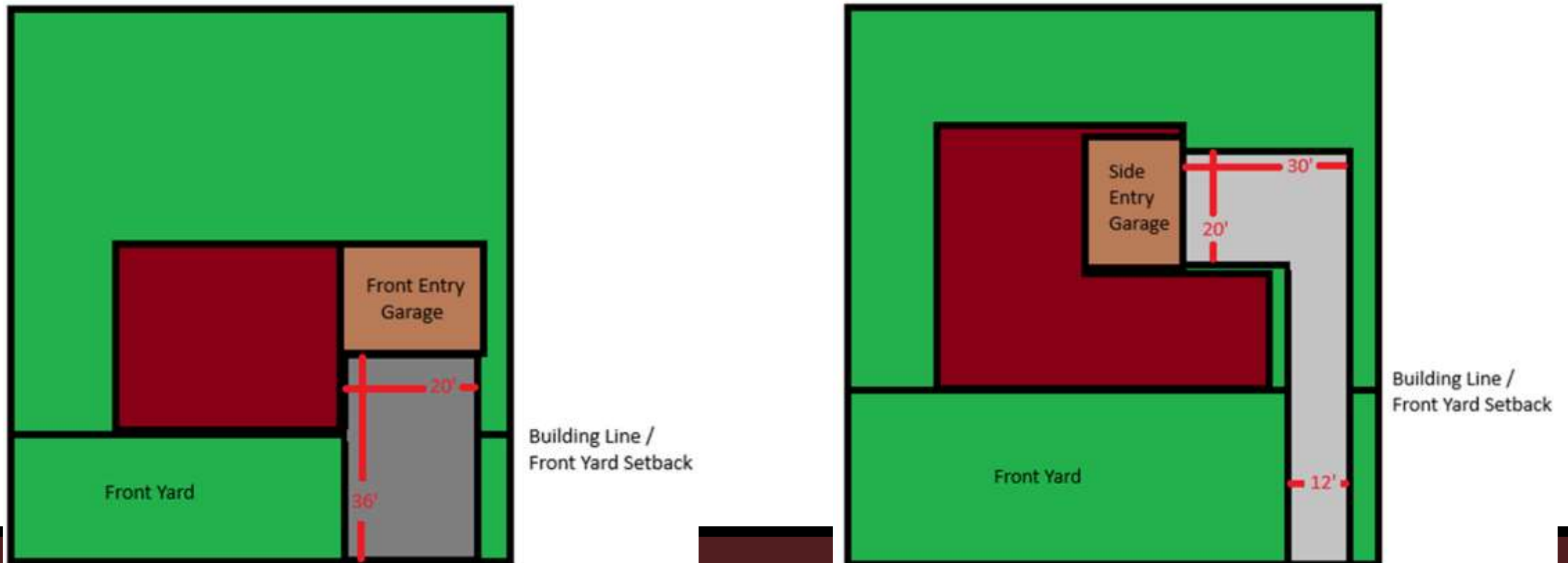
1. Front loading garages shall have a minimum driveway depth of 36 feet.
2. Front loading garages shall have a minimum driveway width of 20 feet.

Side Entry Garages.

1. Side entry garages shall have a minimum driveway pad at the entrance of the garage of 20 feet by 30 feet and the connecting drive to the pad shall be at least 12 feet wide.
2. There shall a side yard between the outside edge of the driveway and the property line of no less than 5 feet in width.

Example of a front entry garage and side entry garage with proposed standards

- Driveway depth pushes garages further from roadway
- Eliminates protrusion of vehicles onto sidewalks and reduces off-street parking in neighborhoods



Vehicle Parking Regulations, Section 134

Non-residential

Currently based off of land use, unless property is zoned CC, Central Commercial within the OT, Old Town Overlay (CC in OT has no parking requirements)

Recommend removing non residential parking requirements for properties along the following corridors/areas (direct frontage on; or access by the following roadways):

- Wilshire
- John Jones
- Alsbury
- Hidden Creek
- IH-35
- Old Town

Still required to comply with ADA parking based off amount of spaces provided by applicant at commercial site plan

Still required to provide off street loading for merchandise receiving and shipping

A shared parking agreement or parking agreement understanding will be required for all multi-tenant developments

Vehicle Parking Regulations, Section 134

Mitigation to prevent overparking of sites:

If the number of parking spots proposed by the applicant or developer exceeds 110 percent of the parking as outlined in Appendix B, Zoning; Section 134. Vehicle parking regulations:

- Then an additional 100 SF of landscaping shall be required in the front yard for each additional parking space exceeding the 110 percent threshold.

Proposed Amendments to 2020 Midpoint Update

Medium to High density residential along the IH-35 and Chisholm Trail Corridor

Industrial and Heavy Industrial uses within the Employment Growth Center and Chisholm Trail Corridor
FLUM categories

Re-designation of the TOD FLUM category

Addendum to 2020 Midpoint Plan Update

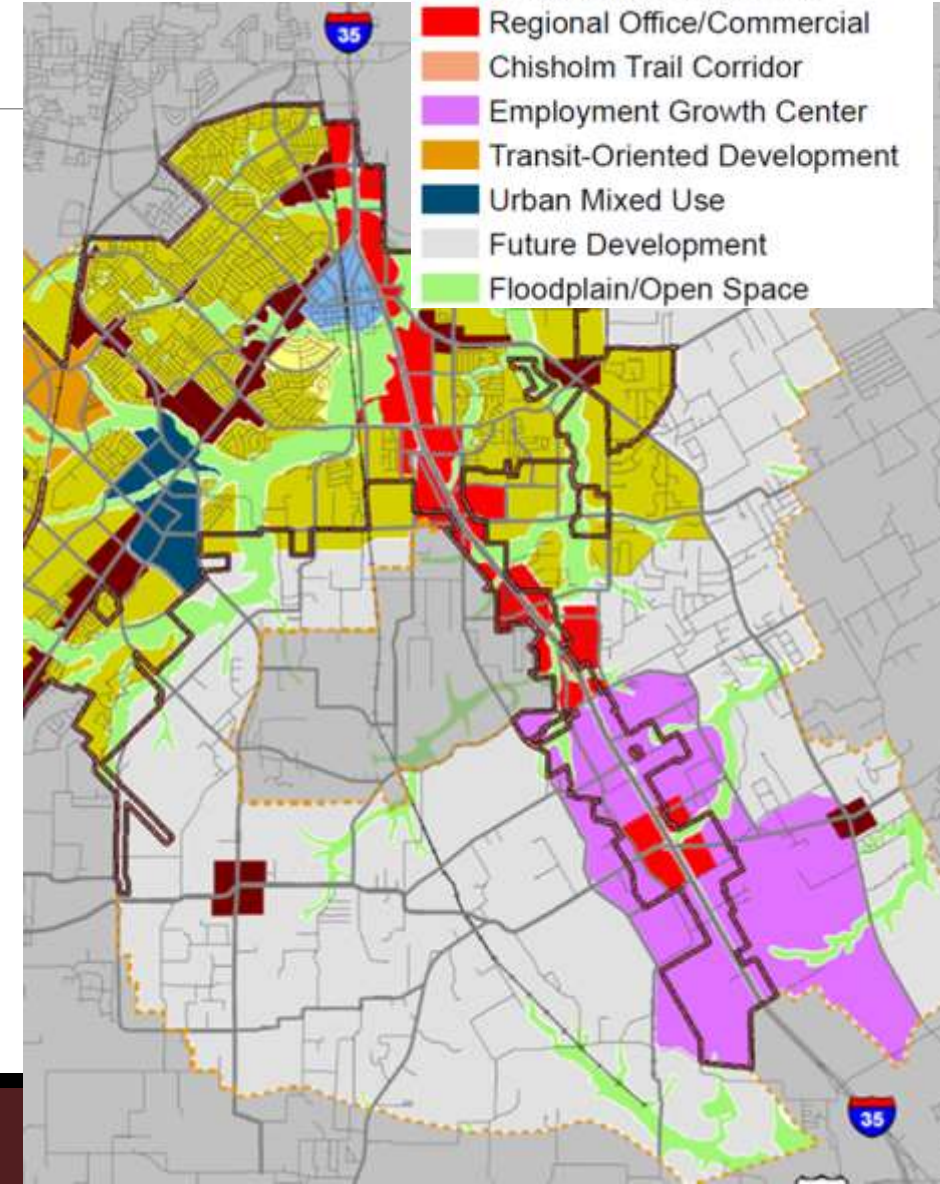
Regional Office/Commercial/ Multifamily

- This land use category is intended for uses with regional emphasis due to the area's high visibility.
- Uses such as large retail centers, hotels, restaurants, and corporate or professional offices are encouraged.
- ~~Remove text: Medium to high density residential may be allowed as part of a mixed-use development.~~
- New text: Apartments complexes may be suitable on parcels within the IH-35 overlay of this future land use category that also have adequate infrastructure and connectivity to support density.
- This area should be served by a well-designed street system to facilitate quality developments.
- Due to the visibility from roadways, architectural design and screening are important.

Corresponding Zoning Districts:
GR, C, [add Multifamily Dwelling Districts (MF1&2) and Planned Development]

Future Land Use

- Neighborhoods
- Old Town Residential
- Old Town
- Community Commercial
- Regional Office/Commercial
- Chisholm Trail Corridor
- Employment Growth Center
- Transit-Oriented Development
- Urban Mixed Use
- Future Development
- Floodplain/Open Space

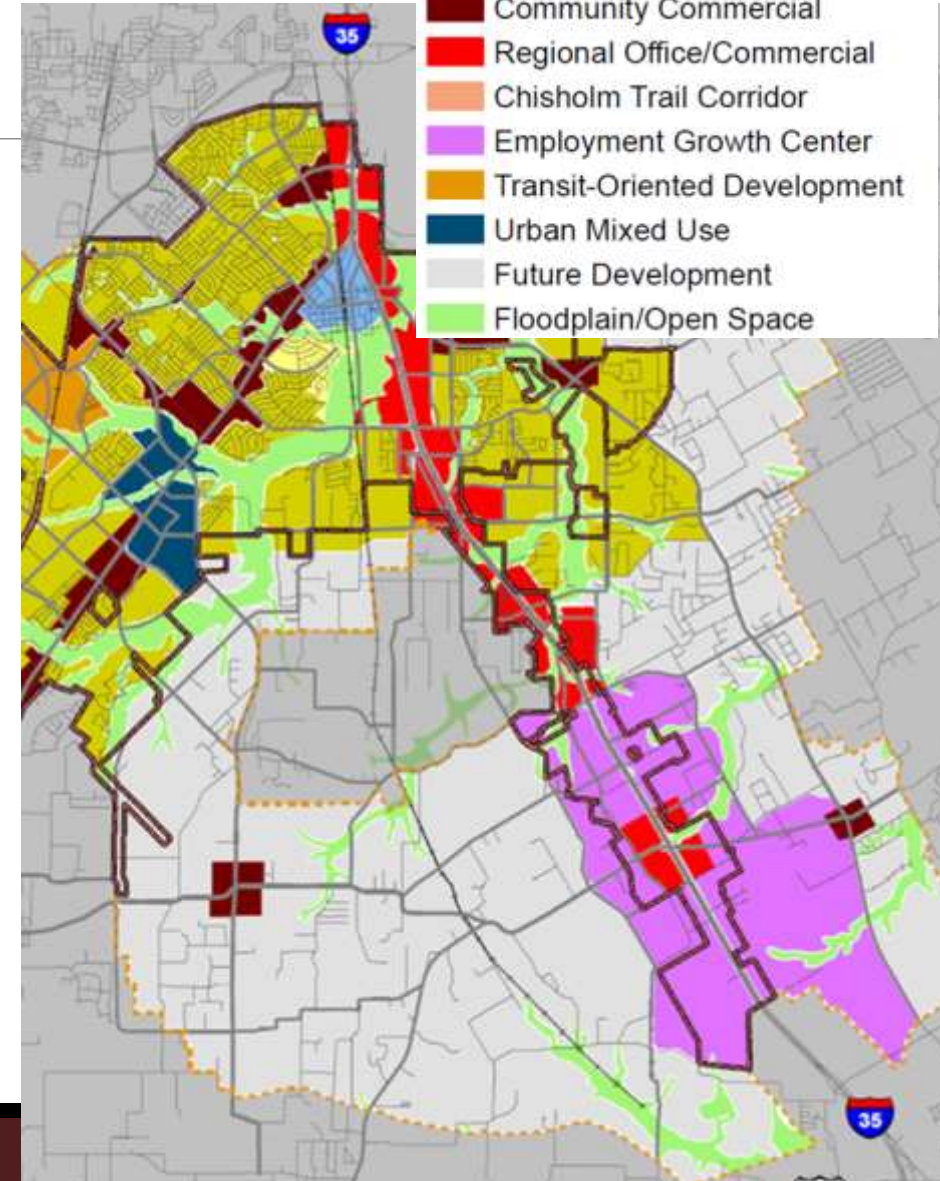


Chisholm Trail Corridor

- Land uses should be primarily nonresidential with the primary uses being large scale professional campuses (e.g., office parks, medical centers)
- Complimentary large-scale retail may also be appropriate if the development is coordinated and emphasizes quality building and site design.
- Robust landscaping and pedestrian and vehicular connectivity should be emphasized to reflect a positive image of Burleson along this major corridor.
- New text: Medium to high density single-family and multifamily residential may be allowed as part of a mixed-use developments on non major intersection parcels as adequate infrastructure and connectivity becomes available.

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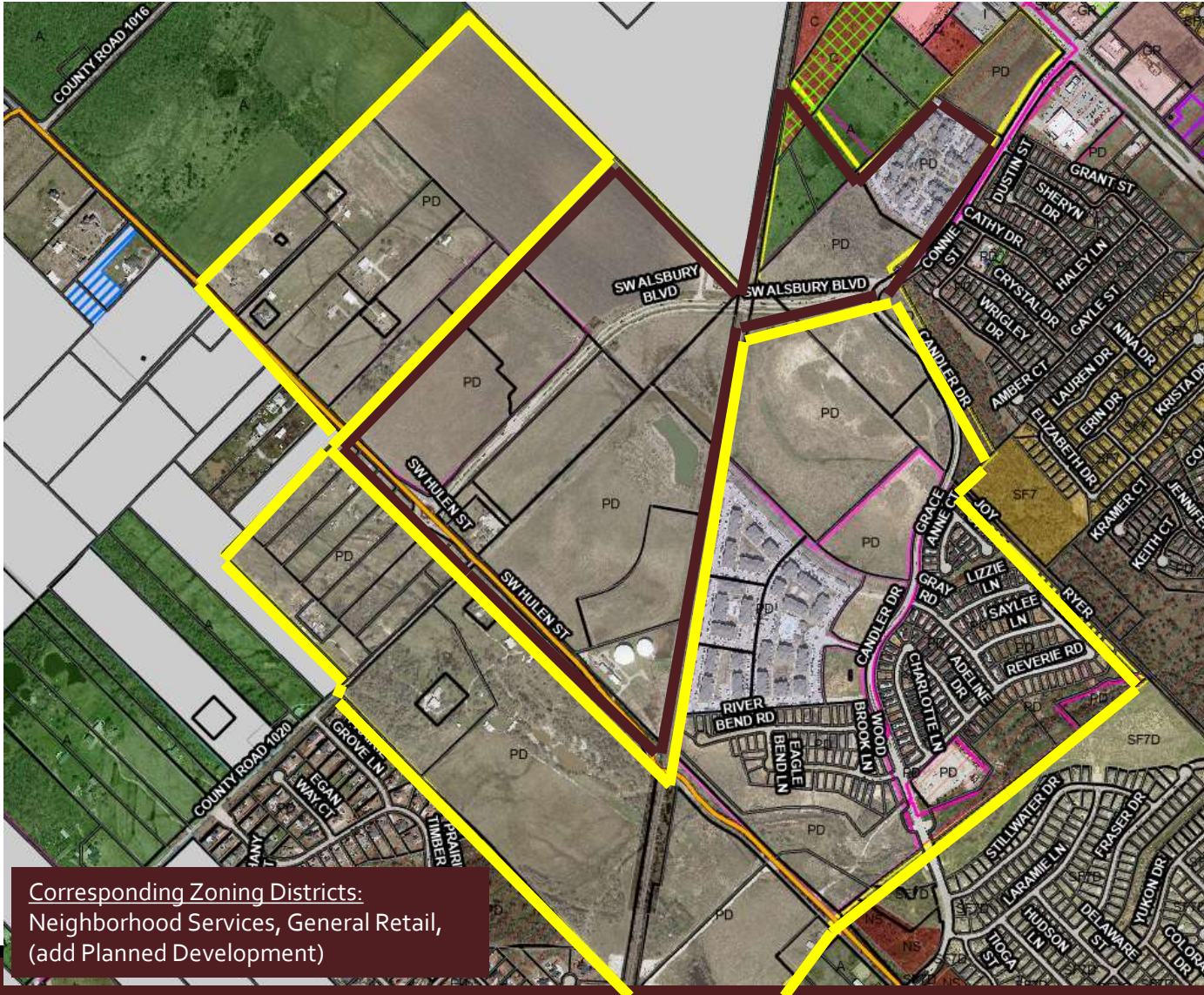
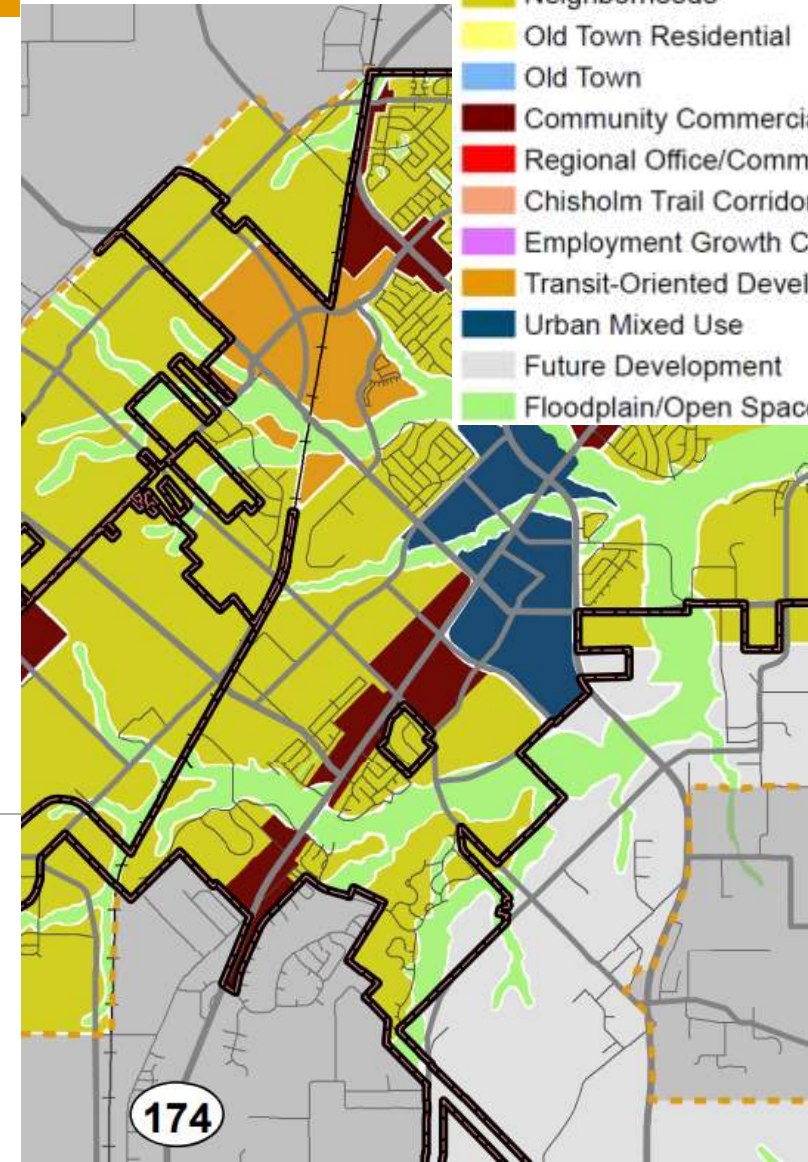
Corresponding Zoning Districts:
General Retail, Commercial (add Planned Development)

Re-designating Transit-Oriented Development Category

Incorporate areas along Alsbury and SW Hulen Intersection into Community Commercial
 Remaining areas re-designate as new Mixed Use FLUM category (PD)

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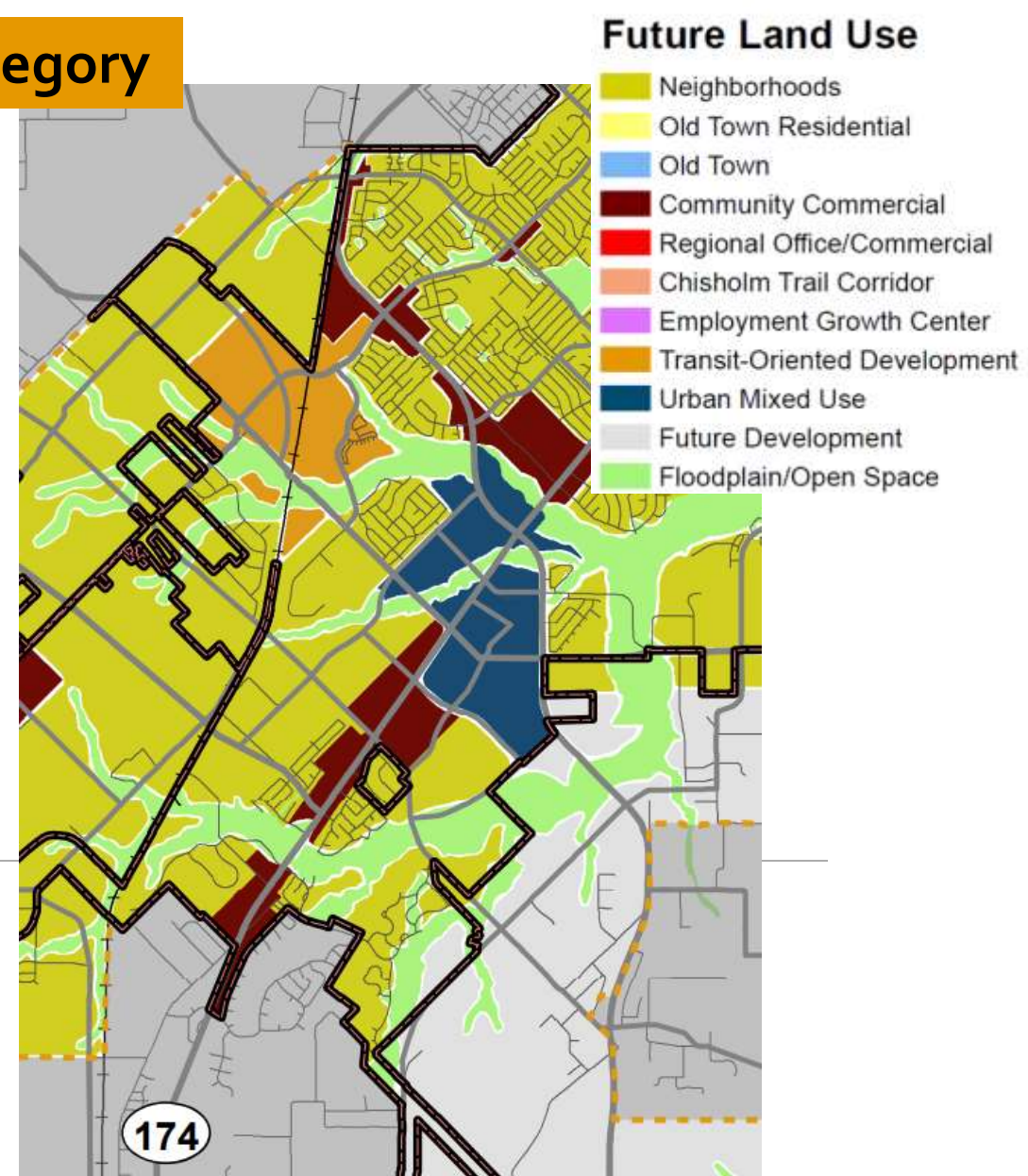


Corresponding Zoning Districts:
 Neighborhood Services, General Retail,
 (add Planned Development)

Re-designating Transit-Oriented Development Category

- New text: Community Commercial is generally located along major streets and at significant nodes. This category is intended to provide suitable areas for the development of light to medium intensity commercial uses to support surrounding urban development.
- New text: Mixed-use developments consisting of office, retail, cultural facilities, and housing are encouraged. Housing options include a range of medium-to-high density single-family and multifamily residential.
- New text: Mixed use developments should be integrated at key nodes, focusing on placemaking and walkability, both within the node and from surrounding neighborhoods.
- New text: Landscaping and urban design should enhance visitors' experiences, separate sidewalks from major roads and define pedestrian routes to promote connectivity and walkability.

Corresponding Zoning Districts:
Neighborhood Services, General Retail, (add Planned Development)



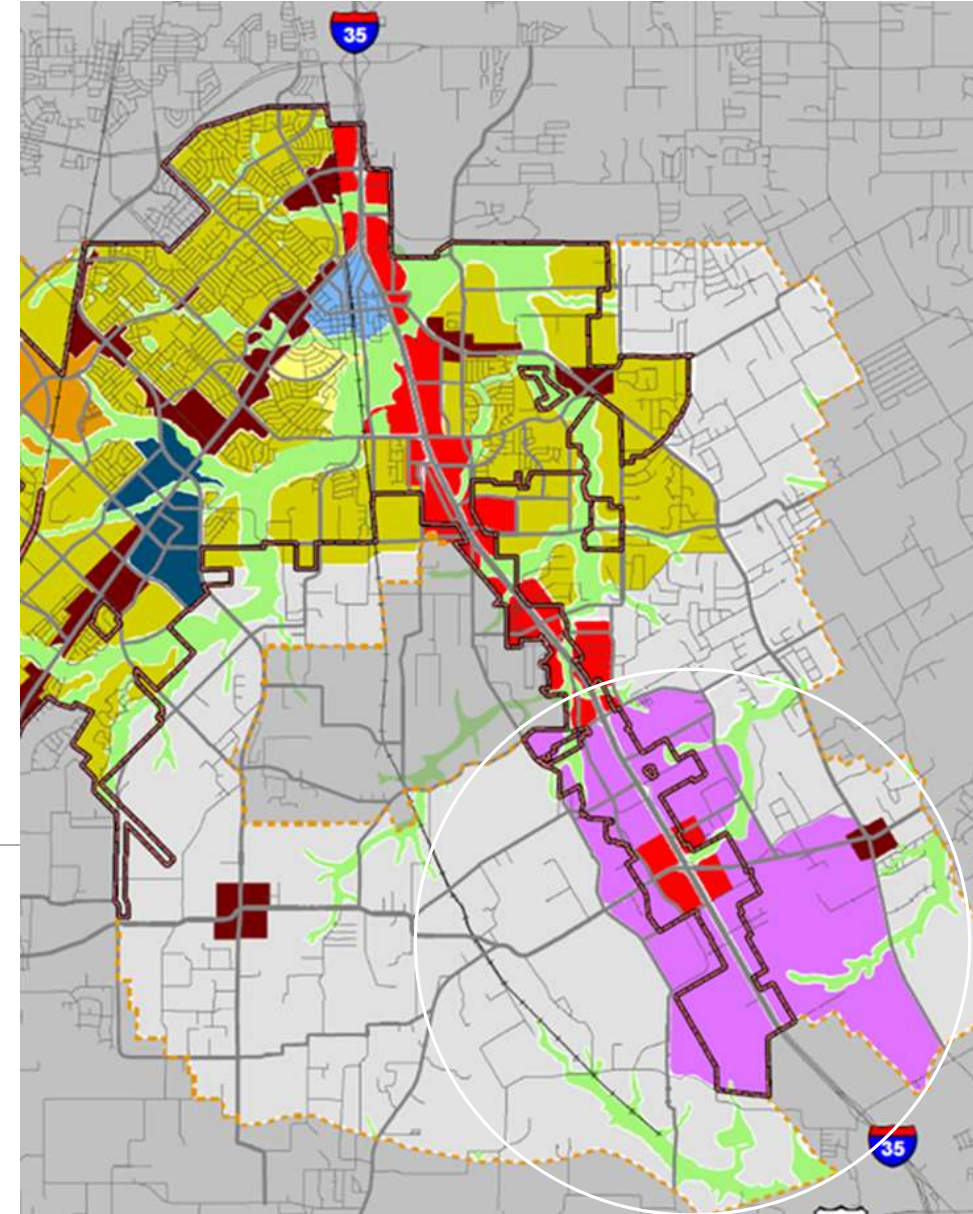
Industrial/ Heavy Industrial-Employment Growth Center

Staff will need to incorporate changes to the 2020 Midpoint Plan to align with Council's direction on a new Heavy Industrial zoning district.

The only FLUM designation that corresponds with Industrial use is **Employment Growth Center**, but the designation will need to be revised to account for both industrial and heavy industrial energy uses.

This designation also includes Commercial and Business Park Overlay uses.

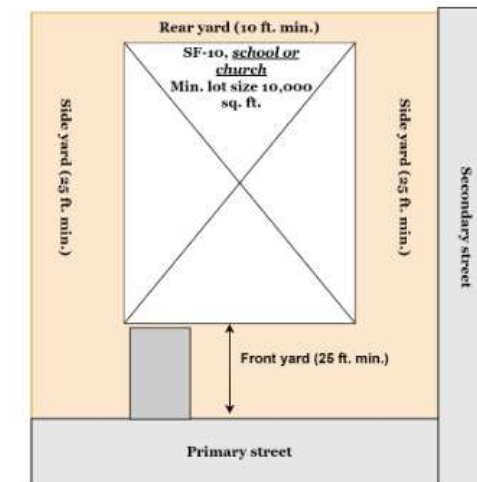
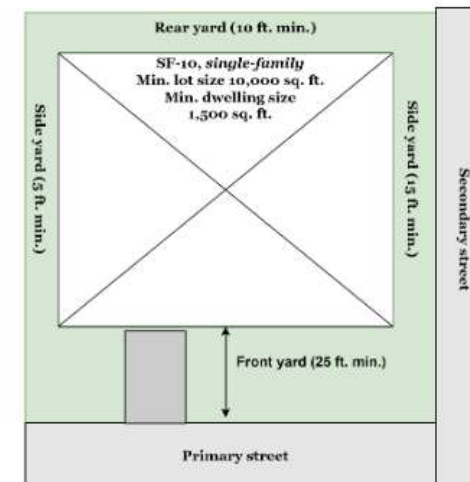
NOTE: The light gray areas are designated as Future Development, on the FLUM. These areas are located outside of current city limits, with no zoning or associated land use.



Zoning Code Highlights (June/July updates)

- Shifted from specific land use lists to streamlined use categories, staff consolidated 200+ uses into roughly 30 broad land use categories
- Updated definitions language and removed definitions that are no longer relevant
- Converted IH-35 and Business Park overlays into new base zoning districts named as Interstate Commercial & Business Park Districts respectively
- Added development area regulation tables and lot yard setback graphics to zoning districts
- Altered PD, Planned Development language and criteria

| Lot | |
|--|--|
| Size | 10,000 square feet minimum |
| Density | Max of 2.80 dwelling units per acre |
| Width | 80 feet minimum / 70 feet on a cul-de-sac |
| Depth | 100 feet minimum |
| Setbacks (ref. Section 132, general yard requirements) | |
| Front yard | 25 feet minimum |
| Side yard(s) | 5 feet minimum 15 feet when adjacent to a street |
| Rear yard | 10 feet minimum |
| School or church | 25 feet minimum side yard on either side of the main building |
| Building | |
| Floor area | 1,500 square feet minimum for a dwelling unit |
| Height | No building shall exceed 2½ stories except as allowed by section 133, general height requirements. |



Supplemental Regulation (July/August updates)

Staff is finalizing updates involving Article V of the Zoning Code, which deals with supplemental regulations.

Revisions will include the following:

1. Landscaping standards
2. Fencing and screening requirements
3. Parking requirements
4. Site plans requirements
5. Sign standards

These work elements are forthcoming in the next few months, but staff has not established a definitive schedule.

Questions / Comments

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